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Here and Abroad

People—Places—Events

DULLES TO BRAZIL

Secretary of State Dulles, who has already traveled far more than any of his predecessors in office, is making plans for a visit to Brazil later this year. Before going to the big Latin American country, Mr. Dulles is scheduled to visit France and Canada next month.

ON TO 1960

It is pretty well agreed in the Republican camp that Vice President Nixon will head the election ticket in the 1960 Presidential race. But on the Democratic side, the field is wide open. However, in a recent poll conducted by Dr. George Gallup, a majority of Democratic voters questioned endorsed Adlai Stevenson as their candidate for 1960.

JETS FOR ARABS

The United States and Britain have agreed to send 50 jet planes to Lebanon and the Arab Federation of Jordan and Iraq. These countries, which are regarded as good friends of the United States, have long requested military aid from us.

WAR ON GRASSHOPPERS

Hordes of crop-destroying grasshoppers gobbled their way across the farmlands of Colorado, Kansas, and other neighboring states earlier this month. Conditions became so serious that governors of the hardest-hit states appealed to Uncle Sam for help.

The U. S. Department of Agriculture has now declared war on the marauders, and the federal government plans to provide low-cost loans to farmers who suffered most from the pests.

RED "PEACE" TALKS

Another Soviet-sponsored "peace" meeting is scheduled this year for Stockholm, Sweden, July 16. Similar meetings have been held in the past, and the Reds have used all of them as propaganda sounding boards to spread their own ideas and aims.

MORE JEEPS

According to the National Geographic Society, the number of horses and mules on American farms has dropped from 14½ million to around 3½ million in the last 20 years. The jeep, which didn't even exist 20 years ago, is taking over Dobbin's stall down on the farm. The sturdy vehicles are used to plow fields, herd cattle, grind corn, dig post holes, and take the family to town.

NEW REACTOR

Poland's first atomic reactor is now at work. Although it was designed for research studies, scientists hope it will soon produce all the radioactive isotopes which Poland needs in industry and medicine.



MORE ITALIANS work in industries, such as this typewriter factory, than on farms. Italy became an industrial nation for the first time in 1957.

Italy Makes Progress

Nation's Industrial Growth and Rapid Recovery from War Give Italians a Better Standard of Living

ITALIANS are encouraged by two big changes which are affecting their country this year. (1) In 1957 Italy, for the first time in its history, became an industrial nation—that is, more people now work in industries than on farms. (2) For the first time since the war, the number of unemployed people dropped considerably below the yearly average of 2,000,000.

Population Problem. Until last year, Italy was mainly a farming country. Although only two-fifths of the land is suitable for growing crops, a majority of the people were trying to earn a living on farms. They had a hard time, and many left to go to cities. However, they couldn't always find jobs in the urban areas.

After World War II, Italy began working hard to solve this problem. Experts knew the increased use of farm machinery would mean even fewer farm jobs. Therefore, they believed the answer was to build more industries and thus to provide more jobs. The results—more industries and less unemployment—seem to prove that Italy is on the right track.

Italians are happy about these developments because they seem to indicate that better times are ahead despite Italy's old and serious problem of over-population. Italy has about 49,000,000 people—almost a third as

many as are in the United States—in an area of 116,300 square miles. This area is only a bit bigger than Arizona. Thus, Italy has a population density of about 420 persons per square mile, whereas the U. S. density is about 57.

Let us look at Italy's industries, since they hold an important key to the nation's population problem.

Industrial Progress. When World War II came to an end, Italy's industries were turning out only half as many goods as before the war. Today they are producing twice as much as before the war.

Part of Italy's recovery from the war was due to American aid. Our country provided nearly \$3 billion to help industries get on their feet. Today Italy's Necchi sewing machines, Olivetti typewriters, Fiat passenger cars, and Ferrari sports cars are sold all over the world. Leather goods from Florence, glassware from Venice, and silks from Como are well-known around the world.

Automobile production has increased almost a sixth in the last several years. The well-known Italian auto firm, Fiat, is now Europe's fourth largest auto manufacturer. Shipyards have enough orders to keep them busy for four years. Factories making textiles, Italy's biggest manufacturing in-

(Continued on page 2)

New Water Route Nears Completion

St. Lawrence Seaway Will Be Opened to Ocean Traffic Early Next Spring

AN exciting new chapter in the story of the St. Lawrence Seaway and its related power project will be written this week. The St. Lawrence Seaway is the long-dreamed-of water route for ocean-going vessels between the Atlantic Ocean and the Great Lakes.

Early tomorrow morning (July 1), a 30-ton charge of dynamite will destroy a giant plug of earth and rock in the International Rapids Section of the St. Lawrence River. This plug now keeps the river away from the upstream face of the new Barnhart Island powerhouse which spans the U. S.-Canadian border near Massena, New York.

When the plug is destroyed, the river will take a different course—one leading directly to the powerhouse. The water will flood out the rapids in this section of the river, along with existing locks and canals, and will create a new lake extending 35 miles upstream from the Barnhart Island powerhouse.

The big pool will do 2 things: (1) It will provide water to spin turbines in the powerhouse. (2) It will fill the 10-mile-long Wiley-Dondero Canal and the Eisenhower and Snell Locks which the United States has built to carry ships through the International Rapids Section. (These are Uncle Sam's 3 major projects in the new seaway.)

On July 3, a ship will try out the new U. S. canal and locks for the first time. The Coast Guard Cutter *Maple* will lead a procession of ships upstream through the canal and locks. The ice-breaker *Robinson Bay*, carrying newsmen and photographers, will be close behind.

Cargo ships will vie for the honor of being the first commercial vessel to make the trip. A plaque will be given to the lucky captain.

Completion of the locks still does not open the seaway to the largest vessels because there are places where further work is needed. However, smaller ships traveling in the International Rapids Section will use the new U. S. facilities after July 3.

The seaway will be opened to big, ocean-going vessels next April when final construction on both U. S. and Canadian locks and canals is completed. Then, three-fourths of all the world's merchant ships will be able to navigate the new route.

It may be another year, too, before the powerhouse is in full operation. However, there will be test runs this summer. Commercial power from this plant will be on the market by fall—if not sooner.

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Italy's Progress

(Continued from page 1)

dustry, are humming in the region around Milan, in the north.

Italian industries fared especially well in 1957. Total production was up almost a tenth over 1956. Last year also was one of the best years for foreign trade that Italy has ever known. In the first 10 months alone, exports were up a fifth compared to 1956.

Although four-fifths of Italy's industries are located in the north, the southern half of the country also is becoming important. In 1950 Italy started its Southern Italy Fund. Its aim is to use about \$2 billion in 12 years to improve southern Italy and the islands of Sicily and Sardinia.

Already factories producing cement, glass, canned foods, cars, and fertilizers have been built. Most of them have been erected in southern Italy, but some are on the islands. In addition, Sardinia, formerly a primitive area, is getting roads, power stations, dams, and irrigation systems. Sicily is developing an oil industry, as well as building factories.

Industrial Problems. Despite the progress, Italy's industries have problems, too. One of the most serious is the lack of minerals. Italy has little iron and has to import nine-tenths of its coal. The only important minerals produced in Italy are sulphur and mercury. The most famous mineral is marble, used in buildings and statues.

Italy is trying to overcome its lack of fuel by hunting for oil. An Italian oil company now is producing oil in Egypt, exploring for oil in Somalia and Iran, and hoping to get permission to seek deposits in Morocco.

Another fuel—natural gas—was discovered about 5 years ago near Ravenna. Near this deposit of fuel Italy is building a \$100 million synthetic rubber and fertilizer plant. The 500-acre plant is important to Italy because it will produce all the synthetic rubber the country needs and also will provide some for export. It will be the largest plant of its kind in Europe and the only one in Italy.

These and other projects account for the fact that 37 out of every 100 Italians last year found jobs in industries. However, experts point out that providing new jobs is only part of the answer to Italy's industrial problem. People also must be trained to fill the new jobs.

Most of the unemployed people are unskilled workers, many of them from farms. The government is encouraging industries to train people for skilled trades by lowering taxes on factories offering training programs.

Government Ownership. Many Italian industries belong to the government. In the past, private investors



didn't have enough money to purchase and operate big enterprises.

The Italian government today owns seven-tenths of the natural gas, two-fifths of the oil, two-thirds of the mines, and more than a third of the metal industries and transportation systems.

The government produces four-fifths of Italy's hard coal, iron, and ships, and three-fifths of the steel. The government has a monopoly in tobacco, salt, matches, and bananas. It also has part control of the banking and insurance businesses.

Farming. For years farmers were unhappy because most of Italy's farms belonged to big landowners. Therefore, the government began a land reform in 1950 to break up big estates and give smaller farms to individual owners.

In order to do this, the government bought many big estates and divided them into farms averaging 7 to 21 acres apiece. Already about 125,000 families have been settled on land made available in this way.

Under the government plan, a farmer is provided with a house located on his own small farm. The house has electricity and running water. In 30 years the settler will repay the government for the land and part of the cost of improvements made on his farm. The government pays for new roads.

The government also is paying for

villages, or trade centers, that are built to serve the farmers. Sometimes an old castle is turned into a community center. Often an entirely new village is built, with a school, church, movie, and market place.

Many changes have resulted from the program. For instance, formerly many children did not have the opportunity to learn to read or write. Now there are schools for all children. Farmers are taught modern ways of farming, including how to take care of farm animals. As a result, southern Italy now produces quantities of milk, although formerly almost all Italy's cows were in the north.

Another government program to improve agriculture is that of reforestation. Since World War II, \$144 million has been spent to plant trees in Italy's barren soil and thereby help to control erosion. The need is still enormous, for woods cover only about 19% of Italy's areas.

Before the war, about half of Italy's people were farmers. By 1951 only about 40 out of every 100 lived on the land. Last year the number dropped to about 36 in every 100. The chief crops they raise are wheat and corn, as well as fruits and vegetables.

The only large-scale farming in Italy is done in the north, in the valley of the Po River. The rest of Italy is hilly and mountainous. The Alps hem in northern Italy, and the Apennine

Mountains run the entire length of the peninsula like a backbone.

Italy's mountains do have some value. Swift mountain streams furnish large quantities of electric power. Italy's long coastlines are not so valuable because there are few good harbors. The waters are too warm for most fish, and so a fishing industry has not developed.

Italy's peninsula, often called a boot because of its shape, has a Mediterranean climate. This means hot, dry summers and cool, wet winters. Crops are irrigated in most of the country. Irrigation is especially necessary in the south, in the toe of the boot. Northern Italy has a continental climate of hot summers and cold winters.

Standard of Living. The progress in Italy has brought the people a better standard of living. Department stores and supermarkets are springing up, for Italians now can afford to buy twice as much as they did before the war.

Italians go to many movies, and recently Italy's first drive-in movie was built near Rome, the capital. Today Italy has 3 times as many telephones as before the war, 5 times as many radios, and 8 times more motor vehicles. Last year Italy's TV stations increased from 32 to 142. There are about 500,000 TV sets in Italy.

The average factory employe works 48 hours a week, earns about 32 cents an hour, and takes home about \$64

AREA OF GEORGIA
AND FLORIDA:
117,436 SQ. MI.



AREA OF ITALY:
116,300 SQ. MI.

MAP FOR AMERICAN OBSERVER BY JOHNSON

a month. Italy's per capita income has increased to \$317 a year, but it still is one of the lowest in western Europe.

Housing continues to be a problem in Italy. At the war's end about 6,000,000 people were homeless. Today many new dwellings have been built, but many more are needed. In Rome, for instance, 35,000 apartments were destroyed or damaged by the war. Since then 45,000 apartments were built and 5,000 repaired. At the same time, however, the city's population has doubled.

Government. Just after the war there was a danger of communism taking over Italy. Today, however, Italy has a democratic government which is trying to solve the country's big problems.

The Communist Party has more members in Italy than in any other free European country, but the membership has decreased 10% since 1956. In the May national elections, Communists controlled 22.7% of the popular vote. This represented a slight increase. It is believed that there was no great increase in communism's popularity because Italy's economy is flourishing and people are hopeful for the future.

At these recent elections voters chose representatives to Parliament. The pro-Western parties won comfortable majorities, but there also was a noticeable increase in the popularity of the left-wing socialist parties.

It is almost certain that 51-year-old Amintore Fanfani will be named Premier.

History. Democracy is new in Italy. In ancient times the country was part of the Roman Empire. After the empire fell, Italy was under foreign rule until the late 1800s. After the Italians revolted and won freedom, the small states were unified under a king.

In World War I, Italy fought with the Allies, but in World War II she entered the conflict on the side of Germany. Italy's leader at that time was Mussolini, a dictator who ruled from 1922 until 1943. After the Allies invaded Italy, she signed a peace treaty with them.

Today Italy is a member of the United Nations, the North Atlantic Treaty Organization (NATO), the European Coal and Steel Community, the European Common Market, and the European Atomic Energy Community.

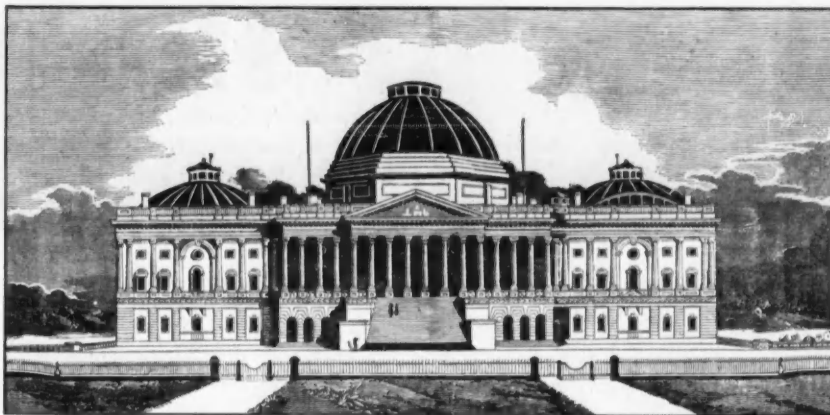
By cooperating with other free nations, Italy hopes to regain some of the success and prosperity that marked past eras of her history.

—By ANITA DASBACH

Most geography books list 7 continents, but it may be that there are only 6 in all. Recent explorations in the South Polar region indicate that Antarctica may not be a continent.

Instead, the icy land may be twins—cut down the middle by a deep strait thousands of feet under the ice. Moreover, the twin sections may be groups of islands rather than great land masses. The new theory is that Antarctica's Weddell and Ross Seas are joined by a strait over a thousand miles long. This strait cuts the frozen area into 2 parts. U. S. explorers have already found that a deep trough runs inland for about 300 miles from the Weddell Sea.

Explorations made by Soviet scientists affect the continent theory, too. Measurements of ice by Soviet experts indicate that Antarctica may be a chain of islands rather than a solid land mass.



WASHINGTON, D. C., has changed a great deal since this picture of the Capitol was sketched in 1835. Original work on the Capitol began in 1793.

Historical Background

Changes in Washington, D. C., Since 1830

IN the 1830s, Washington, D. C., was a community of about 30,000 people. It was, in the words of Charles Dickens, "a little village in the midst of the woods." The city's streets were in poor condition, and clouds of dust filled the air whenever carriages rumbled from place to place.

There were only a few public buildings in Washington at that time. In fact, many of the government's offices were in the Capitol Building itself, which then consisted of a large structure topped by a small wooden dome. The Senate held its meetings in a room on one side of the Capitol, and the House met in a chamber at the other end of the building.

In Congress, some of the issues of the day concerned the treatment of Indians by settlers who were pushing America's first inhabitants farther and farther west. The tariff question also was a topic of heated debate among the lawmakers. Owners of new factories, which were springing up in eastern communities, wanted high tariffs on foreign goods as protection against competition from overseas. Most farmers favored low tariffs, because they made substantial sales to and purchases from other lands.

During this time, Daniel Webster of Massachusetts, Henry Clay of Kentucky, and John Calhoun of South Carolina served together in Congress. These 3 men are considered by many historians to be among the greatest legislators in our history. Another lawmaker of the 1830s, who was noted more for his funny stories and tall tales than for his legislative activities, was Davy Crockett.

If these congressmen were to return to the nation's capital today, what changes would they find? They would probably be deeply impressed by the massive government buildings, the paved and car-crowded streets, and the size of the city. Its population is now close to 900,000, and with its suburban areas included, the figure is around 2,000,000.

The Capitol is also much larger now than it was in the 1830s. The House of Representatives occupies a big chamber in the south wing, which was built in the 1850s. The Senate meets in a hall in the north wing, which was completed at about the same time. The Capitol's big metal dome, constructed a short time later, is topped by a statue representing freedom.

When Webster, Clay, and Calhoun sat at their desks in Congress, they shivered in the winter and sweltered in Washington's oppressive heat in

the summer. Steam heating wasn't installed in the Capitol until 1865; electric lights made their first appearance in 1882; and air conditioning didn't come in until the 1920s and the 1930s. Both the Senate and the House chambers were repaired and redecorated shortly after World War II.

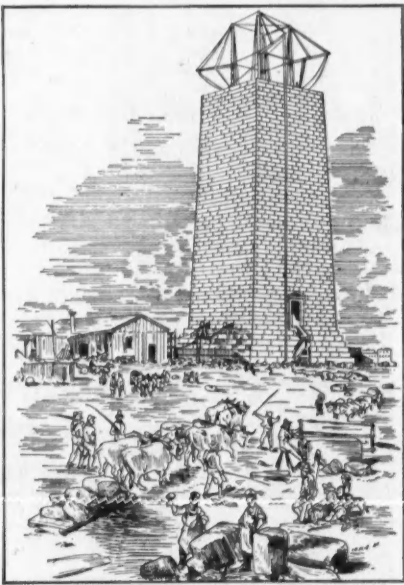
The lawmakers of 120 or so years ago would probably be very surprised at the high salaries that members of Congress now receive. Webster and his colleagues were paid \$8 a day while attending meetings of Congress, and an allowance of \$6 for every 20 miles of travel to and from each session.

Now congressmen are paid \$22,500 a year, plus travel allowances and other benefits. (Their expenses, of course, have also risen sharply over the years.)

The number of members serving in Congress has also increased since the 1830s. At that time, there were only about 240 representatives and 50 senators on Capitol Hill. Today, as we know, there are 96 senators and 435 representatives in Congress.

Problems concerning atomic energy, the United Nations, our role in helping America's overseas allies, a national debt amounting to nearly 280 billion dollars, and other matters which now face Congress would undoubtedly baffle the lawmakers of the 1830s if they returned to Capitol Hill. As a matter of fact, they are baffling enough to our political leaders of today.

—By ANTON BERLE



THE WASHINGTON MONUMENT, now a famous landmark in our capital, was begun in 1848, but not finished until 1884. It is more than 500 feet high.

News Quiz

St. Lawrence Seaway

1. Describe briefly what will happen in the International Rapids section of the new St. Lawrence Seaway this week.
2. What part of the St. Lawrence project is being handled by the U. S. and Canadian governments? What part is being done by New York and Ontario?
3. As far as navigation is concerned, what is the chief purpose of the St. Lawrence project?
4. List 5 cities that expect to become seaports when the present seaway job is finished.
5. Name some of the products which will be carried through the new water route.
6. What arguments are put forth by critics of the seaway? How do its supporters reply to these arguments?

Discussion

1. On the whole, do you think the St. Lawrence development project will or will not prove beneficial to the United States? Give your reasons.
2. Do you think the new project will appeal to many people as a vacation attraction? Why, or why not?

Italy Makes Progress

1. List 2 important developments which occurred in Italy this year.
2. Briefly describe the status of Italy's industry during the past 10 years.
3. What is one of the most serious problems of Italian industries and how is it being overcome?
4. To what extent has the Italian standard of living improved since the war?
5. Tell about the Southern Italy Fund and what it has accomplished.
6. What government plans have been carried out to help Italian farmers?
7. Give a brief description of Italy's geography and how it affects the country's economy.
8. Name some of the products for which Italy is famous.

Discussion

1. Describe the extent of government ownership of Italian industry. Do you think this is good for the country? Why, or why not?
2. In light of history and recent events, do you feel democracy is strong in present-day Italy?

Miscellaneous

1. Would you favor a Constitutional amendment which would set up uniform Presidential primaries in all states? Why, or why not?
2. How do the Greeks feel about the future of the island of Cyprus? What is the viewpoint of Turks on the island?
3. What is "Project Plowshare"?
4. How do auto manufacturers plan to boost car sales this fall?
5. What effect do you think Tito's recent speech will have on Yugoslavia's relations with other communist lands? Explain.
6. Where is Corsica located? How many people live there? Tell something of its history.
7. What is the significance of the recent executions of Hungarian leaders?

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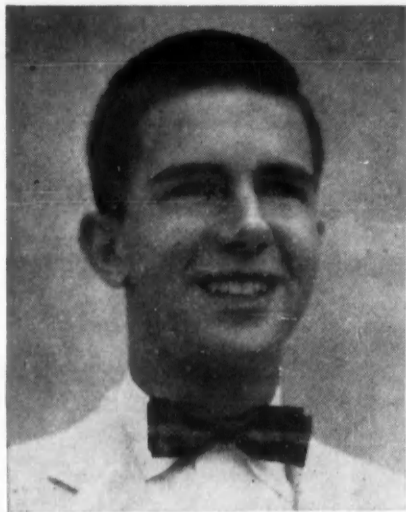
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The Story of the Week



MICHAEL BURNS of Ypsilanti, Michigan, is busy arranging for a meeting of the Junior Classical League at the University of Michigan in August. About 1,200 Latin clubs are affiliated with the League, which has close to 55,000 members.

Abolish Primaries?

Governor Adlai Stevenson, Democratic candidate for President in 1952 and 1956, thinks it would be a good idea if Presidential primaries were abolished. His running mate in 1956, Senator Estes Kefauver of Tennessee, disagrees.

Rather than doing away with primaries, Senator Kefauver thinks they should be expanded. The Tennessee senator believes primaries should be held in every state. He has introduced a proposed amendment to the Constitution which would set up uniform Presidential primaries in all states, and make their results binding on the delegates to Presidential conventions.

At present, Presidential primaries are held in only one-third of the 48 states. At the primaries, voters choose delegates to the Republican and Democratic nominating conventions which are held late in the summer in election years. The delegates, in turn, choose each party's Presidential and Vice Presidential candidates.

In some states, delegates are free to cast their ballots at convention time for anyone they choose. In 11 states, however, the delegates are either required to say which candidate they support for President, or are permitted to do so if they wish. These delegates, if elected, must generally keep their promise when they go to the party convention.

In states which have no primary elections, delegates to the nominating conventions are chosen by other methods. In many cases, they are selected at party meetings within the states. There is much debate on whether all states should adopt a primary election system for naming delegates to the national conventions.

Senator Kefauver believes primaries have some value even now. They provide an opportunity for a candidate to present his platform. Voters have a chance to see how the candidate runs, and how the voters like him. The biggest objection now, according to Kefauver, is that the primaries are not binding.

Mr. Stevenson says that primaries are too costly and time-consuming for candidates. He believes their results

are useless. The primaries accomplish nothing except to destroy candidates, Mr. Stevenson maintains.

Other people take a middle view. Columnist Roscoe Drummond, for example, agrees that there should be a national primary or none at all. But he doesn't think we can leave the matter there.

"If the preferential primary is to be discarded," says the columnist, "and the national conventions become all-powerful, then it is vital that the choice of the delegates to the convention be taken out of the hands of politicians and put into the hands of the voters. The parties belong to the voters, not to the politicians—and so should the nominating conventions."

Strife on Cyprus

The island of Cyprus, a British colony in the Mediterranean Sea, has been a trouble spot for a long time. During the past few weeks, the trouble has erupted into riots and bloodshed. Britain has rushed paratroopers to the island to reinforce soldiers already there. A curfew was established to prevent further violence. But tension is still high.

Britain has governed Cyprus since 1878 and has an important defense base on the island. Four-fifths of the Cypriots are of Greek descent. They are not satisfied with British rule. They'd like to see the island returned to Greece.

Turkey is also interested in Cyprus. Most of the remaining people on the island are of Turkish origin. These people fear persecution if Britain should relinquish her hold. They oppose union with Greece. The Turkish Cypriots insist that if any change is made, the island must be divided between the Greeks and Turks.

In the past few days, the British have been trying to work out a compromise. If this fails to solve the problem or end the violence, some people believe NATO should step in and offer to bring about a solution. Britain, Greece, and Turkey are all NATO members. It has been suggested that perhaps Cyprus should be NATO's first "trusteeship territory."

1959 Cars

Automobile manufacturers plan to use an old device to boost car sales this fall: the big change. There will be bigger changes in styling this year than at any other time since 1954, advance reports say.

General Motors cars, for example, will get what auto men call a "major changeover." The Chevrolet will be styled to look bigger and heavier. The 1959 Buick will feature fins, and the Cadillac will strive to appear even bigger than it is.

Ford cars will have a redesigned exterior including new front and rear fins and different trim. There will be more chrome on the '59 Ford.

At Chrysler Corporation, the Plymouth will get what is known as "the Imperial Treatment." The Plymouth will have a new roof, hood, front fenders, grill, and bumpers. The idea will be to make the Plymouth look like the longest, lowest, and biggest low-priced car on the market.

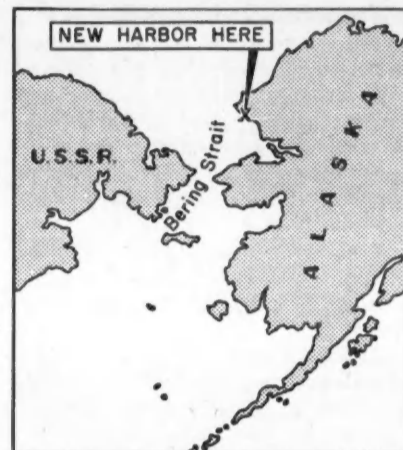
Other companies are also planning changes in the '59 models. Nobody knows how much the companies will spend for changes, but some guesses run as high as a billion dollars.

Atomic Harbor

Alaska may soon have a brand new harbor. The Atomic Energy Com-

mission is studying the possibility of using nuclear explosives to dig a harbor near the Arctic Circle. If experts find that the project is safe and practical, the job will get under way by 1960.

The exact location of the harbor has not yet been chosen, but it will probably be dug somewhere between Cape Seppings and Cape Thompson on the northwest coast of Alaska (see map). Preliminary plans call for a harbor 40 feet deep and up to a



MAP SHOWS where a nuclear explosion may be set off to blast out a new harbor in Alaska (see story).

thousand yards in diameter. Several small bombs may be set off simultaneously in order to dig the harbor to just the right size.

Before work starts, though, a thorough study will be made to determine what effect the explosions will have on fish, animals, and people who live in northern Alaska. There are 2 tiny villages about 30 miles from the proposed site. Most experts do not think the blast will harm the villagers. In fact, they say that the explosions will have such short-term effects that workmen will be permitted in the area a short time after the harbor is dug.

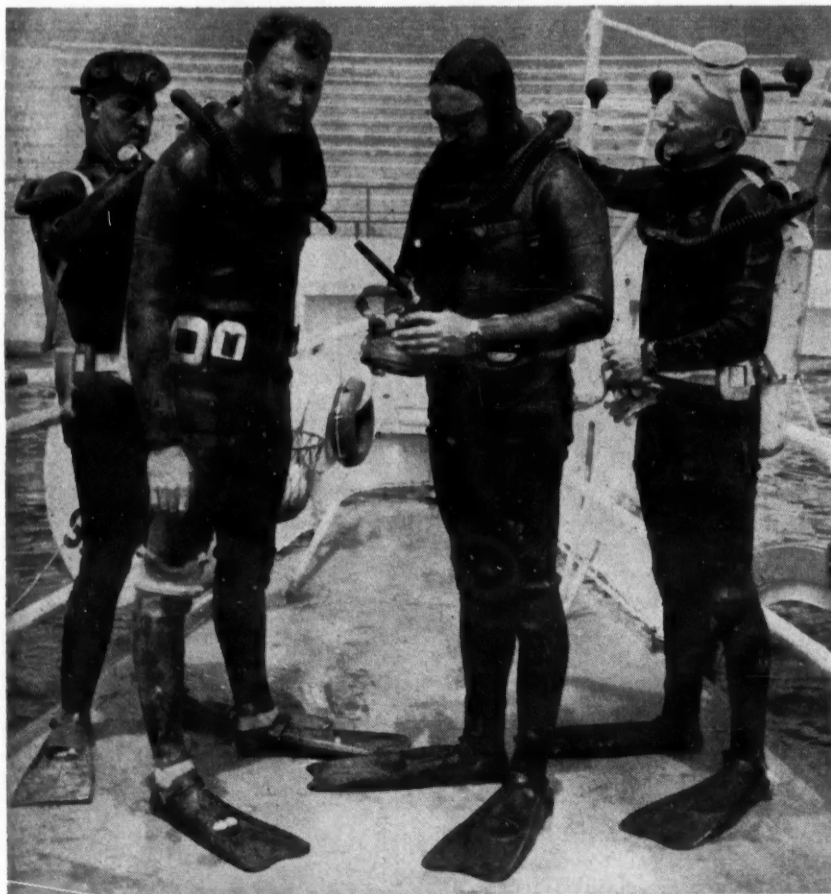
People who are enthusiastic about the new harbor point out that it would spur the development of mineral resources—coal and oil, for example—which are known to exist in northern Alaska. The new harbor would also improve fishing opportunities.

Besides, the AEC is anxious to prove that nuclear explosions can be made to serve mankind. The digging of a harbor in Alaska is one of several ideas which the AEC may try out under "Project Plowshare"—a plan for harnessing nuclear power for peaceful purposes.

Tunisia Agreement

Premier Charles de Gaulle is moving cautiously to settle the big problems which face the French nation. Most observers think that his hopes for success are considerably brighter than they were a few weeks ago. It appears that the General's immense prestige is enabling him to do what his predecessors could not.

Premier De Gaulle has brought about the first steps in a settlement with Tunisia. He promised that within 4 months all French troops will be withdrawn from Tunisia—except those stationed at the Bizerte naval base. He also agreed to withdraw



MEMBERS OF LOS ANGELES POLICE DEPARTMENT'S underwater unit prepare for diving practice. The underwater police, all volunteers, help to recover evidence from bodies of water. Their diving is done in addition to the regular duties required of police officers.

5,000 of the 30,000 French soldiers in Morocco, and eventually all the ground troops in that country. Both of these actions are aimed to win the good will of the 2 former French protectorates—both of which resent the presence of French troops on their soil.

De Gaulle still faces a tough situation in Algeria, though. The North African land has turned down his offer of full French citizenship for its people. Algeria still demands independence.

There is hope, however, that De Gaulle's success in Tunisia may have a good effect on the Algerian rebels. The General plans to visit Algeria on Wednesday (July 2) for what some people think may be a "showdown visit."

Tito and Moscow

Every now and then President Tito of Yugoslavia delivers a blistering attack on Russia. His latest lecture, on June 15, was perhaps the most blistering yet. This time Marshal Tito included Red China in his attack.

Tito told his people that communist China is counting on war to consolidate its rule in Asia. He said the Red Chinese leaders would think nothing of sacrificing 300 million Chinese lives in the process. After all, the Yugoslav President said, there would still be 300 million Chinese left.

Red China has embarked on a campaign of curses and slander against Yugoslavia in order to distract from failures at home, Tito explained. Russia's recent denunciations of Belgrade are insulting to the people of Yugoslavia as well as to their leaders, President Tito said.

Marshal Tito gave the United States a pat on the back. He pointed out that there isn't a single honest person in Yugoslavia who doesn't agree that U. S. aid has been useful. Yugoslavia is deeply grateful to the United States for its efforts to forestall a famine in 1949, Tito went on to say.

U. S. officials are watching to see what effect Tito's latest speech will have in the communist world. Some experts believe that Red China may break off diplomatic relations with Yugoslavia, and that other communist

lands will follow suit. But, these observers say Tito has considered this, and is resigned to the fact.

In commenting on the speech, this is what 2 leading American newspapers had to say:

New York Herald Tribune: "Tito's speech was as sweeping and crushing a denunciation of Moscow-brand communism as it is practiced today as has been uttered by any world leader. And it is only sharpened by originating from someone who knows communism firsthand."

New York Times: "Politically, the key meaning of Tito's speech is that the Yugoslavs are resigned to the deterioration of their relations with the Soviet bloc to the level of the worst days of 1949-1953. So long as Khrushchev himself remained silent, the Yugoslavs could hope that somehow the ideological controversy might be kept within some kind of bounds. But after Khrushchev's vitriolic speech in Sofia, and after the Soviet violation of the agreement regarding credits for Yugoslavia, the men in Belgrade have apparently decided that a bitter battle is before them, and that they must strike blows as hard as those that they receive."

Outstanding TV Show

The AMERICAN OBSERVER is cooperating with College News Conference, a popular public affairs program on ABC-TV, in presenting an interview with Dr. James B. Conant, former Ambassador to West Germany. Dr. Conant will be interviewed by youthful panelists next Sunday afternoon, July 6. (Consult your newspaper for time and station.) The program will be conducted by Ruth Hagy.

Viewers of College News Conference have seen and heard many outstanding news personalities during 1958. The TV program has featured such outstanding guests as Dr. John Hagen, director of the Vanguard satellite program, New York's Governor Averell Harriman, Ambassador Abba Eban of Israel, and Russia's envoy Mikhail Menshikov.

Dr. Conant, this week's guest, has achieved nation-wide distinction as an educator, chemist, author, and adviser to Uncle Sam during World War II. Dr. Conant, who served as President of Harvard University from 1933 to 1953, is now the director of a special study of American high schools which is being carried on by the Carnegie Corporation of New York.

UN Peacemaker

Once again, UN Secretary-General Dag Hammarskjöld is playing the role of peacemaker. Hammarskjöld's latest peacemaking mission has taken him to the capitals of both Lebanon and Egypt. The purpose of the trip was to see what can be done to bring about an end to the crisis in Lebanon.

For nearly 2 months, Lebanese rebels have been trying to overthrow the government of President Camille Chamoun. Lebanese officials say the rebels are sympathetic to the efforts of Egyptian leader Gamal Abdel Nasser to unite the Arab world.

The officials claim that President Nasser wants to make Lebanon part of the new United Arab Republic (Egypt and Syria). Both Egypt and



DR. JAMES B. CONANT, former President of Harvard University, will be the guest of Ruth Hagy on College News Conference, ABC-TV, next Sunday (see story). The program will be televised at the National Education Association convention which is meeting in Cleveland, Ohio.

Syria are helping the Lebanese rebels, President Chamoun claims. (See the article on Lebanon in the June 16th issue, page 1.)

In trying to bring about peace in Lebanon, Secretary Hammarskjöld used the same formula he has used so often in the past: complete secrecy. Once he is behind closed doors, the UN official speaks frankly. But what he learns in the secret meetings is not disclosed. Hammarskjöld simply uses whatever information he gathers to persuade both sides to reach an agreement.

As we go to press, it is not certain whether the UN official will be successful in bringing about a settlement of the strife. But there is hope that Hammarskjöld's advice may carry enough weight to bring about a first step toward settling the trouble.

Death in Hungary

Has Russia begun a new series of purges such as were carried out in Stalin's day? Did Russia's Premier Khrushchev give the order to execute the leaders of the 1956 rebellion in Hungary?

Are the executions supposed to serve as a warning to other communist leaders who might stray from the fold? Will there be other executions—perhaps in Russia itself? These are a few of the questions which U. S. officials have been pondering ever since Russia announced that the leaders of Hungary's 1956 rebellion had been executed.

News of the trial and execution of Hungary's leaders came from Moscow. The announcement stated that former Premier Imre Nagy, General Pal Maleter (Hungary's military hero), and 2 journalists had been executed. Several other Hungarians were given long prison sentences.

The world was shocked by the news. There was strong reaction even from such neutral countries as India and Switzerland. The U. S. State Department called the executions "a shocking act of cruelty."

People were horrified not only by the killings but also by the fact that the Hungarian leaders were betrayed and kidnapped by their Soviet accusers. For example, Premier Nagy was seized by Russian soldiers while leaving the Yugoslav Embassy in Budapest where he had taken refuge.

The Yugoslav government agreed to release him only in return for a signed pledge to give Nagy safe conduct to Yugoslavia. Instead, the Russians kidnapped the Premier and took him to Romania. That was in November 1956. Nothing was heard of him after that. Now it seems possible that Nagy was later moved to Russia where he was brought to trial.

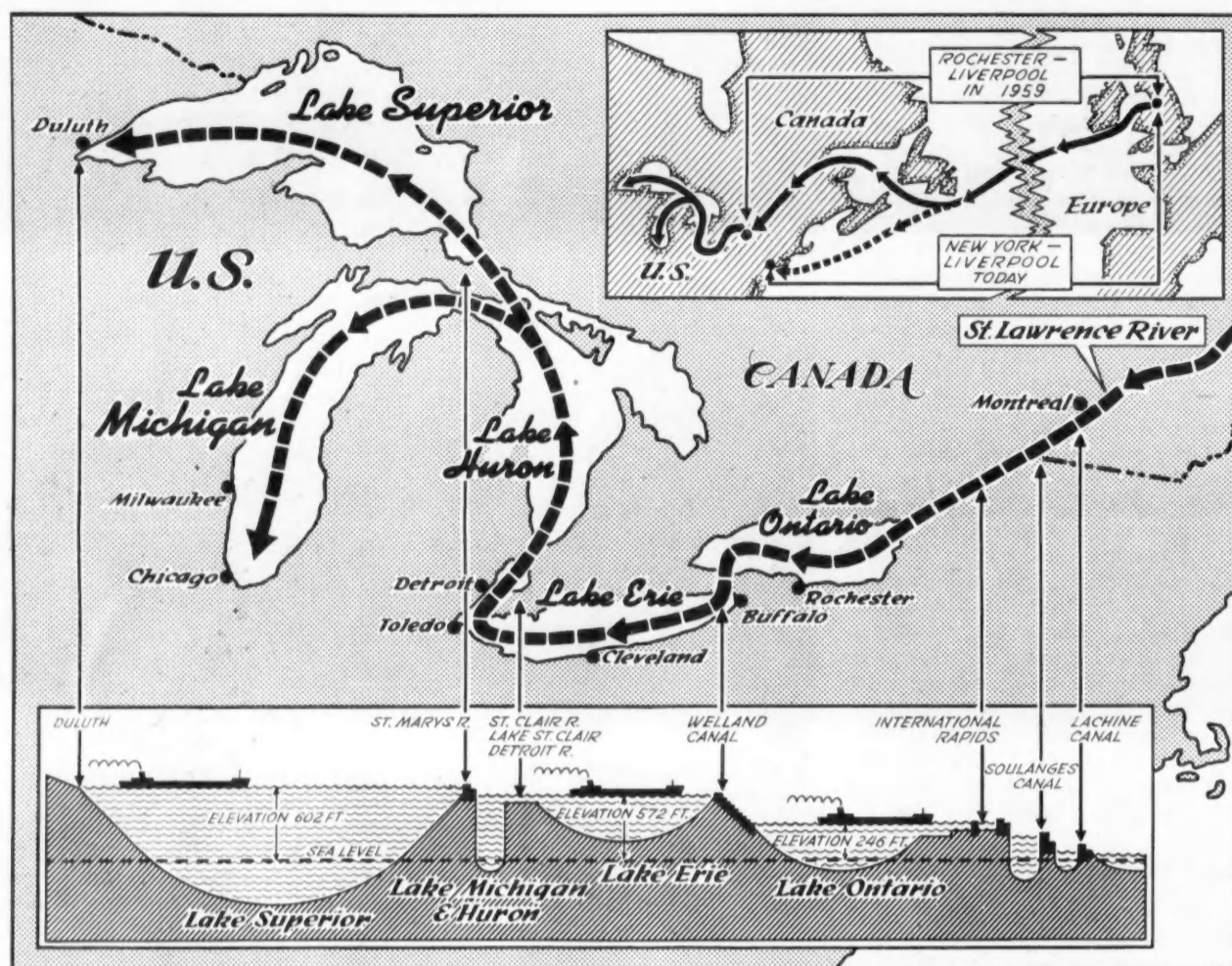
It may be a long time before we know the full meaning of Russia's latest brutal act. Many people are convinced that the cold-blooded murder of the Hungarian leaders was carried out to pull other communist leaders into line. They think it was done as a stern warning to Marshal Tito of Yugoslavia and to Poland's Wladyslaw Gomulka.

It is possible, too, that Russia has switched back to her tough line again. Many people think we may see a return to Stalin days when purges were common, everyday happenings. It has been suggested that Russia's former Premier Malenkov may be next on the list. The new tough line may also bring an end to any hope for a summit conference with western leaders, some people are saying.

Whatever the executions mean, one thing seems clear: Brutality has not died in Moscow. Promises mean little to the men in the Kremlin.



NEW SPELLING CHAMP. Jolitta Schlehuber, 14-year-old student of Kansas won the 1958 National Spelling Bee by correctly spelling "syllepsis."



THE OPENING of the St. Lawrence Seaway will bring many changes to the heart of North America.

New Water Route

(Continued from page 1)

Spectacular Project. The building of the seaway and power project is an outstanding example of what 2 countries can do when they work together. Canada and the United States are constructing the \$450-million waterway together. Canada's share of costs is about twice that of the United States. (The St. Lawrence Seaway Development Corporation is in charge of our part of the project.)

The \$600-million St. Lawrence Power Project is a joint undertaking by the state of New York and the Canadian province of Ontario. New York and Ontario built the plant together and they'll share the electricity that is produced—an expected capacity of 2,200,000 horsepower.

To many people abroad, such co-operation is difficult to understand. When a power official from a foreign country visited the project recently, he was almost speechless.

Naturally, he was impressed with the immensity of the power plant. Engineers faced a tremendous task in directing the fury of the 35-mile-long rapids in this section of the river to the turbines of the great powerhouse.

But what the foreign visitor couldn't get over was the fact that the international boundary line runs through the middle of the power plant. Half of its 32 generators belong to Ontario, the other half to New York. The official was astounded by this division.

Not only is the seaway an outstanding example of good will among nations, but it is also a showpiece of modern engineering skill. The water route is the most spectacular construction job ever attempted on our continent. In reading about it, one is tempted to stop and dream a bit.

What would Jacques Cartier, who first explored the St. Lawrence River

in 1535, think if he could visit the scene this summer? It seems entirely possible that the explorer would be completely overwhelmed at the spectacle of man against river. Perhaps he would agree with the modern visitor at the scene who concluded that engineers have "turned the St. Lawrence inside out and upside down" in their effort to make a safe passageway for big vessels.

The new seaway is pushing islands out of the way and relocating bridges, roads, and railways. New parks and parkways have been built on both sides of the river. Entire villages have been moved to higher ground to permit flooding of wide areas. The seaway has literally changed the face of the St. Lawrence valley.

The New Route. A quick look at the map might lead a person to ask, "Was all this work necessary?" To the casual viewer, it would appear that a ship could travel from the mouth of the St. Lawrence River into the Great Lakes without difficulty.

As a matter of fact, nature came close to making a continuous route into the heart of North America. Cartier was able to sail 1,000 miles up the St. Lawrence River to the present city of Montreal, and ocean-going ships have been doing the same thing ever since. Moreover, sizable vessels can sail through the Great Lakes. Locks and channels have been built through the years to make the voyage possible.

However, large ocean-going ships cannot go back and forth from the lakes into the deep portion of the St. Lawrence River. While most of the route is deep enough, there are shallow places where a ship would get stuck. In other spots, there are swift waterfalls. To go from the Atlantic to Chicago, a ship must be small enough to use the 14-foot channel between Montreal and the eastern end of Lake Ontario.

Now all this will be changed. The new seaway will provide a waterway of

27-foot depth between the Great Lakes and Montreal. Seven giant new locks—5 of them built by Canada—will replace the old canal system which had 21 locks in all. The new locks will raise (or lower) ships a total of 246 feet—the difference between Lake Ontario and sea level.

A part of Canada's job is to deepen the Welland Canal, whose locks and channels permit ships to bypass Niagara Falls between Lake Erie and Lake Ontario. Now 25 feet deep, the Welland Canal is being cut to 27. When the 2 countries finish their work, there will be a passageway at least 27 feet deep all the way from the Atlantic Ocean through the St. Lawrence River and Lake Ontario to the western end of Lake Erie.

Later, the United States will deepen the channels which lead farther west—into Lakes Huron, Michigan, and Superior. This is a separate project, however, and is not officially considered as

a part of the seaway. It will be carried out by the Corps of Engineers of the U. S. Army, with funds appropriated by Congress. The work may be completed by 1962.

The new seaway and the extension into the Great Lakes will mean that an ocean-going ship from foreign ports will be able to visit cities on all the Great Lakes. The water route will stretch all the way from the Atlantic to the farthest end of Lake Superior—a distance of 2,370 miles.

The new waterway will give both the United States and Canada "a fourth coast." It will give the United States a northern coast. There will be a southern coast for Canada.

A Big Stir. Naturally there is a stir of excitement along the shores of the Great Lakes these days. Cities which are now only lake ports are looking forward to the day when they are seaports. Next year their dream will come true. They will be seaports—even though they are many miles from the ocean.

Many inland cities, in both countries, are spending vast sums to improve their harbors, warehouses, and waterfronts. They are making big preparations for the new Seaway Age.

Buffalo, Cleveland, Detroit, Chicago, Milwaukee, Duluth, and the Canadian cities of Toronto, Montreal, and Hamilton are among those which are now making or planning to make improvements. Many industrial firms are also drawing up plans to make use of the seaway and the great quantities of electricity which will be produced at Barnhart Island.

No one can say for sure how much cargo the seaway will carry when it goes into full-scale operation. According to some experts, the waterway may carry over 50 million tons of cargo—4 or 5 times as much as it does now—from April to December. Ice will close the route the rest of the year.

Countless products will move through the water route. The seaway will serve a section larger than all of western Europe. In this area are over one-third of the people in the United States and Canada. The area produces half of the farm products of both countries, and one-third of all the manufactured goods that are made in North America.

Vessels will pick up cargoes of U. S. and Canadian grain, steel, and machinery. Automobiles from Detroit will be shipped through the seaway to South America and Europe. Freight-



TOLEDO, OHIO, is one of the cities on the Great Lakes that will become a seaport when ocean-going vessels can use the entire length of the St. Lawrence Seaway. Other new seaports will include Chicago, Milwaukee, and Detroit.

ers will carry sports cars from Britain, and chemicals from Germany.

Most experts think, however, that the greatest bulk of traffic will be outbound grain and inbound iron ore. Canada looks to the seaway as an outlet for grain and minerals from her northern regions. Iron ore from the great Ungava deposits in Labrador will reach cities on the Great Lakes by way of the St. Lawrence.

A Good Idea? The seaway has been a controversial topic for a long time. Only after years of debate did the United States finally decide to help the Canadians build the seaway. Six Presidents in succession, from Harding to Eisenhower, actively supported the seaway proposal, but not until 1954 did Congress give its approval.

Even now, with the seaway 85 per cent completed, there are still some critics. They say:

(1) The seaway is already outmoded. Ocean-going ships will find the 27-foot channel too shallow. Further deepening of the channels will cost a tremendous sum of money.

(2) Most cities along the lakes are not prepared to handle ocean-going ships, and won't be for some time.

(3) The seaway will always face one big enemy: winter. From December to April, thick ice blocks ships on the inland seas, and vessels lie idle for months. Shippers will have to find some other means of transporting their goods in winter.

(4) To the extent that it does succeed as an artery of commerce, it will take ocean traffic away from Atlantic ports, such as New York, Boston, Baltimore, and Philadelphia. It may also take considerable business away from the railroads.

Supporters of the seaway are more optimistic. They have answers to most objections. They argue this way:

(1) The 27-foot channel now under construction is deep enough for present purposes. It can handle three-fourths of all the world's merchant ships. Sometime in the future, conditions may justify the construction of a larger channel. Then the proposal can be judged on its own merits.

(2) It is true that some of the lake ports are not equipped to handle all kinds of cargo. But many of them have, or will soon have, the necessary facilities.

(3) Eight-month navigation on the Great Lakes has not prevented a

marked growth in import and export shipments through the St. Lawrence gateway in recent years. Exporters and importers have found it economical and efficient to use the route—in spite of the fact that they have had to divert some of their shipments to other ports during the winter.

(4) The seaway may hurt some eastern ports and railroads. But the picture isn't as dark as it's painted. Many railroads may actually see an increase in business as new industries move to northern New York and into mid-western states. Moreover, use of the seaway may increase the total amount of our trade with foreign lands—so that eastern ports will continue to handle large amounts of cargo while inland ports will carry on new business.

Tourist Attraction. Whether the seaway lives up to expectations, no one can say for sure. But it seems likely that the new water route will be a favorite tourist attraction. This summer, thousands of visitors are taking a "sidewalk superintendent's" view of the gigantic undertaking.

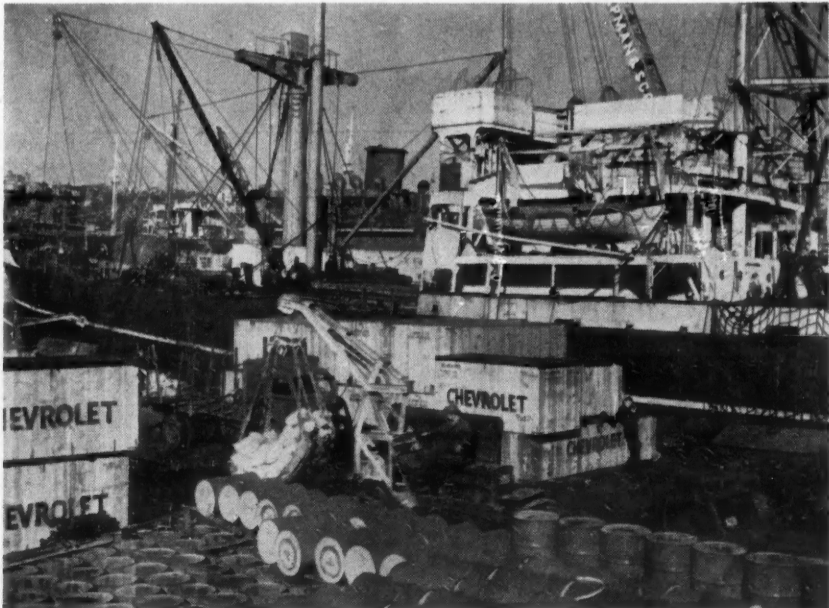
Shipping companies are looking ahead to the day when tourists will board ships on the Great Lakes and sail for Europe—just as they now do from New York. Several companies are making plans to build new super-cargo-passenger ships to take care of the expected trade.

For travelers who do not want to leave the United States, there will be shorter voyages—from Chicago to Montreal, for example. People who have made this trip say that for comfort and beauty of scenery, this voyage is second to none.

—By HAZEL L. ELDRIDGE

Pronunciations

Abba Eban—äb'ä ē-bän
Ajaccio—ä-yät'chō
Aminore Fanfani—ä-mīn'tō-rē fän-fä'nē
Dag Hammarskjöld—dä hām'mer-shult'
Camille Chamoun—käm-ēl' shä-mawn'
Gamal Abdel Nasser—gä-mäl' äb-dēl näs'er
Imre Nagy—im'rē näj
Khrushchev—krōō-shchōf'
Malenkov—mä-lēn'kōf
Maquis—mä-kē'
Mikhail Menshikov—mik-hil' mēn'shī-kōv
Pal Maletier—päl mä-lē-tēr'
Wladyslaw Gomulka—vlä-dī'slāf gaw-mool'kä



A WIDE VARIETY OF PRODUCTS will come and go along the St. Lawrence Seaway when the new water route is opened to ocean traffic. Grain and cars will be important exports while iron ore will be a major import.



CORSICA IS A MOUNTAINOUS ISLAND in the Mediterranean Sea. Here we see a fisherman in his boat. In the background are buildings of Ajaccio, the capital. The city has a population of 28,000 people.

Corsica Is Quiet Again

Small Mediterranean Island Is Part of France

WHEN French paratroops stationed in Corsica rebelled and seized government offices on the island a month ago, it was a signal to the world that a French army revolt, started in Algeria, was widening significantly. The revolt, as we know, led to General Charles de Gaulle being made Premier of France.

Corsica, a small, mountainous island, is located in the Mediterranean Sea 100 miles southeast of the French Riviera and 50 miles off the northwest coast of Italy. Corsica has long been a part of France, and as a French "département" has equal status with the 89 other "départements" into which France is divided for governing purposes.

General De Gaulle is no stranger to the Corsicans. In 1943, during World War II, Free French forces under De Gaulle, aided by Corsican resistance fighters, overwhelmed German and Italian troops who had seized the island earlier in the war. Thereafter, Corsica was a base for allied operations in France and Italy.

Corsica has a long history of invasions suffered at the hands of powerful foreigners. Located strategically between the countries of western Europe and those to the east, and likewise between North Africa and Europe, the island has been invaded many times.

The Greeks colonized Corsica first, about 550 B.C. They were followed in turn by the Etruscans and the Carthaginians. The Romans came in 259 B.C., and held the island until their empire crumbled. The Romans were followed by the Vandals, and later by the Arabs.

For over 4 centuries following 1312 A.D., Corsica was ruled by the Italian city-state of Genoa. Throughout this long and harsh Genoese rule, the Corsicans never surrendered entirely, and in 1730 started a full-scale revolt for independence. France intervened, and in 1768 a weakened Genoa ceded Corsica to France. French rule, opposed at first by the Corsicans, was recognized in 1815.

Since that date, the Corsicans have been loyal to France. They are proud of the fact that Napoleon Bonaparte came from their island. The French emperor was born in Corsica's capital city, Ajaccio, in 1769. Most Corsicans speak Italian, although French is spoken in the towns.

Corsica is a leaf-shaped island, ribbed by mountain chains. A stem-like peninsula points northward. The island's greatest length north and south is 114 miles, and it is 53 miles wide at the widest point. Most of the island has a balmy, Mediterranean climate.

Nestled in the interior mountains are numerous basins and valleys, where farmers grow vegetables, grains, fruits, and tobacco. Sheep and goats are herded on high mountain pastures. The mountains are mined for granite, marble, asbestos, and mineral products. There is little manufacturing or trade.

In wilder areas, lower mountain slopes are covered with dense thickets, known as "maquis." In the past these provided hiding places for resistance



MAP FOR AMERICAN OBSERVER BY ALDEN
CORSICA LIES about 100 miles off the southern coast of France.

fighters, or for bandits, who themselves became known as "maquis." Corsica was long known for its fierce family feuds, or "vendettas," but these are a thing of the past.

The people of Corsica, numbering about 225,000, live in scattered pockets throughout the island. The largest town is Bastia, at the base of the northern peninsula, which has about 37,000 people. Ajaccio, the capital, is second largest, with about 28,000.

Travel books refer to Corsica as the "Isle of Beauty." Her varied scenery, pleasant climate, and attractive towns are rewarding to the tourist. Especially in winter, when sunny skies prevail, Corsica is a pleasant place to visit.

—By ERNEST SEEGER

WEEKLY DIGEST OF FACT AND OPINION

(The views expressed on this page are not necessarily endorsed by the AMERICAN OBSERVER.)

"Some Drinks, Seven Dead," an editorial in the New York Times.

A recent news story reports that an automobile driver who swerved head-on into another car and caused 7 deaths was found to have been intoxicated. Laboratory tests showed that the driver's blood contained nearly twice the quantity of alcohol that indicated intoxication. The driver was among the 7 killed. He had been stopped, shortly before the accident, for speeding and let go.

This problem of the drinking driver is one that must be tackled with more success if we are to make substantial headway against the appalling highway fatality figures. The extent of the drunken-driver problem is probably not realized generally. The New York City Police Department found that more than half of the drivers who were killed instantly or who died within 24 hours of their accidents in 1957 were under the influence of alcohol. The number was 38 out of 69.

Police Commissioner Kennedy said of this report: "The finding of alcohol in over half of the 'killed operators' strongly supports the belief that critical judgment vitally necessary to the operators of a motor vehicle is impaired by the consumption of alcohol." In the majority of cases in which this kind of fatality occurred the immediate cause was "faulty evasive action."

It might be remarked that one faulty evasive action is in the failure to abstain before taking the wheel. But this is going to take more education on the facts and the statistics, which is a prime need.

"Djakarta Turns a Friendlier Face Toward the United States," an editorial in the Kansas City Times.

Icy relations between Indonesia and the United States seem to be thawing at the moment. The cold spell origi-



PRESIDENT SUKARNO may be leading Indonesia toward friendlier relations with the United States.

nated with the Indonesian government. Various associates of President Sukarno accused the U. S. government of favoring and actually aiding the rebel movement. But Secretary Dulles has insisted that these charges were untrue and that this country was neutral in what it regarded as a purely internal affair.

Now the government in Djakarta has been "rethinking" its position. Indonesia's foreign minister has been conferring frequently with the U. S. ambassador. Then, too, the United

States has pleased Djakarta by permitting small shipments from here of police weapons and airplane parts.

It would have been both diplomatically improper and risky for the United States to have aided the Indonesian rebels while recognizing the Djakarta government. Moreover, Washington knew that the rebellion was not a black-and-white issue of communism versus anti-communism. The rebels objected to communist influence at Djakarta. But, more than that, they fought for more self-rule in Sumatra, the Celebes, and other scenes of the revolt.

The rebellion itself has been more political than military. Unsuccessful so far as an armed outbreak, it may yet prove effective as a political expression of dissent.

Sukarno has hinted recently that regional councils will have a larger role in Indonesia's future. And he has made a distinction between the democratic socialists—a group in which he includes himself—and the organized communists. He has indirectly criticized the communists. Indonesia's largest political party has broken off cooperation with the Reds.

In foreign affairs the Sukarno government remains determinedly neutral. But it has moderated its recent hostility toward the United States. And it has shown some awareness of the internal threat of communism. These 2 developments add up to a net gain from the U. S. point of view.

"Seven Lifesaving Tips Every Family Should Know," by Edmund Christopherson in This Week.

This summer some 100 million people will be vacationing, weekending, or just finding summer fun in or close to the water. A grimmer statistic is the 7,000 drownings, nearly all preventable, that the year is expected to bring.

"The biggest single reason for drownings," says American Red Cross Water Safety Director Richard Brown, "is that people who run into a crisis in the water just aren't ready for it. They haven't thought about it, or rehearsed what they would do if they were in danger or were nearby when someone else was."

Here are 7 ways to help make sure that you and your family won't be among this year's casualties. Swimming is not the major lifesaving method, so don't be discouraged if you're among the majority of people who don't swim well or at all. What will help you most is the ability to keep your head in an emergency.

Practice these suggestions now, before you find yourself facing tragedy. If you do get in a spot, they can save your life.

1. Stick with your boat: Nationwide, 20% of our water casualties result from boat mishaps. Stage an emergency drill—if necessary in water you can stand in—for the whole family. Practice hanging on to your upset boat. This is almost always the safest thing to do. Unless your boat is weighed down by an outsized outboard, it should have enough buoyancy to keep its crew afloat, even if it's full of water. An upset canoe, for instance, can support as many as 24 youngsters—more than could ride in it afloat.

2. Practice underwater undressing: Again in water you can stand in, try getting out of your outer clothing. Double up to unlace and kick off your



AMERICAN RED CROSS

AN EMERGENCY LIFE PRESERVER can be made from a pair of trousers

shoes first. Then shed your slacks and shirt or blouse. If you can't remove these clothes easily, you're not dressed correctly for boating. The best and safest garb consists of easy-to-shed oxfords and light, free clothing.

3. Learn how wet clothes can save you: Effective life preservers can be made out of clothing you are wearing when overturned. A shirt, knotted at arms and neck to form a sack, can help you keep afloat. After knotting, wave the shirt in the air to inflate it, then hold the bottom under water to keep air from escaping. A pair of trousers, legs knotted, can be used.

4. Learn to use an emergency life preserver: Every boat should carry standard life preservers, but other floatable objects—an oar, or water skis—can help you if the boat overturns. Two empty pop bottles, turned upside down to imprison air, can be used. So can a gasoline can or a cooler. Just fill them with air and hold them upside down at chest level while you relax on your back in the water.

5. Fishermen, remember your boots! If you slip or step into a hole while wearing hip boots or waders, bend your knees immediately and keep them bent. Then lie back in the water. You can trap enough air in your boots to make you buoyant for hours. In a fast-moving stream paddle around until you're drifting feet first. Then slowly maneuver to shore—or float until you're close enough to grab a root or branch.

6. Always size up the situation: If you're rescuing someone else, this is as important to you as it is to the victim, because you are also in danger. Don't waste time, but size up the situation. Lots of double drownings occur when a would-be rescuer jumps into the water without thinking. How

deep is the water? How far out is the victim? What can you use to help? Consider your own limitations. Even professionals do a swimming rescue only as a last resort. Usually there's a way of helping the victim that is a lot likelier to succeed.

7. Try a practice rescue: Practice these 2 types of rescues in shallow water. Either is preferable to jumping into the water with nothing but your own ability to keep you afloat.

The reaching rescue. Every 2 drownings out of 3 result from persons falling into the water—usually within immediate reach. Often you can save a person in distress by reaching out from dock or shore, being careful not to lose your balance. Extend a towel, fishpole, branch, or rope out to where the victim can reach it. If you know the bottom slopes gradually, wade out waist deep. But don't let the victim pull you beyond your depth. Remember that people in danger of drowning are panic-prone and inhumanly strong. If there are other people around, try a human-chain rescue.

The floating rescue. Again, in not-too-deep water, check the safety aids at hand—a nearby boat, life preserver, clothesline. Take your floating support and go into the water from the point nearest the victim. You can travel a lot faster on land than in water. If there's a current, remember to enter the water from upstream so the current will carry you in the direction of the victim.

If there's no rescue aid at hand at all, shout or run for help. But the most important thing you can remember, in the water or out, victim or rescuer, is to keep your head. If you look before you leap, and stay away from panic, your summer vacation will not bring tragedy with it.